

12 NOV 56

SPECIAL EQUIPMENT SECTION CHECK SHEETCOMMUNICATIONS SECTIONPRE-FLIGHT PROCEDURE:

1. ✓ Check the ARN-6 and ARC-34 radio equipment at least two and one half hours prior to take-off time.
  - a. ✓ Through the use of "Radio Groundhog," all the frequencies that will normally be used during the flight are groundchecked between the hangar and Commo equipment section where "Groundhog" is located.
2. ✓ Load aircraft with S or X gear and check performance.
  - a. ✓ The S or X equipment will have been bench checked before being installed in the plane.
3. ✓ Have at least one man stand by at take off time to:
  - a. ✓ Be ready for any radio or compass troubles that may occur.
  - b. ✓ "Buzz" the aircraft systems equipment during the one minute period prior to roll-off.

POST-FLIGHT PROCEDURE:

1. ✓ Remove the equipment from the aircraft as soon as permission is received from the crew chief. (Especially done in this manner if the aircraft is "hot" when permission is received from the crew chief the plane is safe to work on).
2. ✓ From this point on, the following steps are taken:
  - a. ✓ The debriefing is attended so that the points of flight will be known. A map or overlay is provided to be forwarded with tape.
  - b. ✓ The tape is then removed from the recorder, rewound onto another reel and put onto the ampex tape recorder for the dubbing procedure which follows.
  - c. ✓ After being re-wound, the tape is played through to the point where the "buzz", (that was put on just prior to roll-off) is located.
  - d. ✓ At this time, the dubbing or copy tape is put into position on the recorder; the 24 hour clock set for the same time as take-off and simultaneously, the clock starts running, both tapes start revolving and the "Flight is 'reflown' again in the lab."
  - e. ✓ The signals from the tape taken from the aircraft are being played back and are heard by the "Dubbing" operator and are also being recorded onto the "dubbing tape" which is used for local analysis then forwarded.
  - f. ✓ When a R-signal is heard on the tape, the operator merely has to note the time, look on the debriefing sheet to see where the plane was at such a time and note the locale, time and type of signal heard on the critique sheet.

Enclosure No. 5 to SOP-O-1, Page 1  
Change No. 1 -- Destroy previous sheets.

25X1A

*Recorder malfunction  
after 4 1/2 hours due to failure  
capstan drive motor.*